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WHISKIES
ARE SUPPLIED BY
ROYAL WARRANT
TO THE
KING.
SOLE AGENTS—
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

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FRONT.
Messrs. JOHN DEWAL & SONS,
LIMITED, inform us that they
have received a ROYAL
WARRANT from the
KING for the Supply of their
FAMOUS WHISKIES.
SOLE AGENTS—
H. PRICE & CO.

No. 13,548 號捌十肆百伍千叁萬壹第 日式初月柒年柒十二結光

HONGKONG, THURSDAY, AUGUST 15TH, 1901

肆拜禮 號五十月捌年壹零百九千壹英港香

PRICE, \$2 1/2 PER MONTH

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JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

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THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1812.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901.

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SPECIAL BLEND WHISKY
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Distillations of the
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TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
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8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m. every 1/2 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 20 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
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12.00 Noon to 1.00 p.m. Every 15 minutes.
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NIGHT CARS on Week Days.
Extra cars at 11.15 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

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CYCLE
EMPORIUM.

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tablishment is always leading in this respect.
We are Agents for the famous "NEW
WORLD" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.,
43 & 48A, QUEEN'S ROAD EAST.
Hongkong, 4th August, 1901.

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOME'S & CO.,
General Managers.
Hongkong, 1st June, 1901.

NOTICE

I HAVE THIS DAY RESUMED my
DENTAL PRACTICE.
WM. MACLEOD, D.D.S.,
BEACONSFIELD ARCADE,
Hongkong, 1st August, 1901.

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR
INDIGESTION, DYSPEPSIA, FLATULENCY
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

PHOTOGRAPHIC PLATES, PAPERS
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A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

IF YOU DO DRINK

WHISKY DRINK THE BEST

IF YOU WANT THE BEST SCOTCH HAVE

OUR 10 YEARS' OLD DUNDEE.

IF YOU WANT THE BEST AMERICAN HAVE

CYRUS NOBLE OLD BOURBON
OR O.P.S. PURE OLD RYE.

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OF

FRENCH ISIGNY BUTTER.

ABSOLUTELY THE BEST AND FINEST THAT IS IMPORTED.

NO OTHER BUTTER CAN COMPARE WITH THIS.

PRICES:

Per 1 lb tin 80 cents. Per 2 lb. tin \$1.50

LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

CHAMPAGNES.

JUST LANDED.

POMMERY AND GRENO. SEC. AND EX SEC.

BOLLINGER, EX SEC.

AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road.

Hongkong, 15th August, 1901.



Telephone 75.

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WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

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NEW STOCK OF

HUNTLEY AND

PALMER'S BISCUITS

ALL KINDS

FRENCH FANCY BISCUITS

LEFEVRE. UTILE. I.U.LU

G. GIRAULT. 6, QUEEN'S ROAD.

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(JUST RECEIVED)

STRAW BOATING HATS AND PANAMA FOLDING HATS.

"SNOWS" FAMOUS ANGLO-AMERICAN

BOOTS AND SHOES.

KELLY & WALSH, LTD.

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CHINA UNDER THE SEARCHLIGHT, by W. A. Cornaby. 3.50

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Manufactured and Blended from VERY FINEST TOBACCO.

GUARANTEED FREE from all Artificial Flavours and Scents so Injurious to Health, but now so often found in Smoking Mixtures.

Modern Scientific Authorities Declare

ARDATH THE HIGH CLASS SMOKING MIXTURE.

A Very Fine Engraving of H.M. KING EDWARD. \$15.00

A Fine Pair—A Chip of the Old Block ... \$15.00

The Dawn of Majuba Day ... \$15.00

(Sold Separately) each

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THE INTERNATIONAL LIBRARY OF FAMOUS LITERATURE, 20 VOLUMES, BEAUTIFULLY BOUND, AND INCLUDING A PORTFOLIO OF VERY FINE ENGRAVINGS, \$150.

VERY POPULAR NOVELS, &c. 35 cents each.

Marquess of Lassie, by Geo. Macdonald. 50 cents.

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CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

PLANS and Specifications Supplied for any Class of Engineering Work. Marine Work a Specialty; Designs prepared for Small Coast Steamers, Light Draught Vessels, Dredgers, Tug-Boats, Launches and Barges of any Class or for Special Requirements. New and Repair Work Supervised. Contractor for the Supply and Erection of any type of Machinery.

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INTIMATION.



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LIMITED.

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SCOTCH
WHISKY.WATSON'S VERY OLD
LIQUEUR SCOTCH WHISKY.

BLEND.

Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recommended, and are unsurpassed in quality:—

Per Doz.

A.—THORNES BLEND... \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'SODA'

WHISKY of great age... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt SCOTCH WHISKIES 14.40

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY

135

BIR. H.
On the 15th August, at 1, Macdonnell Road,
the wife of H. J. Clark, of a son. (2072)
DEATH.
On the 14th August, at No. 21, Belgrave Terrace,
FORTUNATO ANTONIO CORRERIO, aged 34 years. (1073)

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th August, 1901

THE lesson to be learned from the Boer War is apparently that, even beyond the wildest estimates, modern war is an expensive business; and this seems to have made some impression even amongst the most bellicose of the European Powers. Russia, with her usual instincts of bluff has been trying to turn the position to her own advantage, but recently her ideas seem to have so far expanded that she finds that the suspicions of the other Powers are being aroused as to her real intentions. At all events there seems to be a more friendly disposition existing among the western governments, and affairs are being discussed on the whole with a better feeling and more mutual good-will than at any time during the last three years. This is to some extent foreshadowed in the formulation at last, after many delays, of a practical code of arbitration at the Hague, and although it is not at all likely that any nation will before the millennium be prepared to submit any vital question to its judgment, there are almost daily little differences to decide, which without prejudicing the countries concerned may submit to the Court when once they are convinced that it intends to act on impartial lines. As in railway and banking affairs a multitude of petty questions are always left to the respective clearing-houses to decide, so it is quite possible that without assuming to be an authoritative body, there are multitudes of petty questions which, if neglected might lead to grave misunderstandings, yet by passing through this international clearing-house may be made reducible to order and reason.

We only look, however, to the successful formation of the court as an indication that a better understanding is about, and an earnest that a better feeling has come to exist, which affords some prospect that no nation will, for the present at least, wilfully disturb the peace of the world. There are of course grave dangers ahead; one of these is the disturbed state of Russia, and the

fact that not a few of her statesmen would willingly plunge the Empire into war in the hope of thereby fastening on it a despotism already unbearable. Such statesmen existed round NAPOLEON III in France, whose deliberately expressed policy was that within a war every four years the country must lapse into a state of internal anarchy. In France in 1870, as in Russia in 1901, the Emperor, nominally autocratic, was too weak to enforce his own ideas, and permitted himself to be guided by the loudest-mouthed of his ministers. But there is felt to be another source of danger; in Austro-Hungary the Emperor FRANCIS JOSEPH, a constitutional monarch of a very different type, has by a wise knowledge of the needs of his people so guided the internal affairs of his somewhat incongruous Empire that Austro-Hungary lies on more than one occasion been a guarantee of the peace of Europe. The Emperor has, however, reached the allotted period of human life, and unfortunately leaves no direct heir, and there is a fear that the elements of discord kept in abeyance through his personal influence for so many years may after his decease break out anew. These are real dangers, which it behoves the statesmen of Europe to guard against, and there is no doubt that the knowledge gained of the enormous expense and waste of modern war has had a salutary influence in inducing caution.

The following paragraph from the *China Gazette* is enigmatical. We reproduce it with the original spelling unaltered.—"The Amateur Circus was crowded last night with an enthusiastic audience representing the beauty and fashion of Shanghai, who enjoyed the splendid show even more than the exclusively masculine spectators on Tuesday night. The programme went without a hitch save a tumble to the charming Miss Tottie Lingsook, fortunately without resulting in any serious damage.

The s.s. *Kwai-yeh* seems to have astonished Tientsin at the end of last month by going right up to the Bund. From her experiences in trying to get out again, however, it seems very uncertain whether her adventurous captain will stay in this light the recent display of Russia in the harbour of Varma has an unpleasant aspect, as an indication of the

old habit of seeking to meddle in every trouble. The Balkan States, always discontented as the result of past misgovernment, were well content to settle down as useful members of the European family; and if the visit of the Grand Duke ALEXANDER MIKHAILOVITCH were merely intended to emphasise this desire, her neighbour could look on the affair not only with complacency but with pleasure. Unfortunately Russia has exhibited so frequently her insatiable avidity for turning every little difference to unworthy ends, that she cannot be surprised if she should now be looked upon with suspicion. The visit of the Grand Duke to Varma, natural enough in itself, would not have excited suspicions had it been made by any other Power. Russia has herself only to thank for the difference, and at a time when there is an evident desire on the part of the other Powers to avoid unnecessary occasions of misunderstanding, it was to say the least a misfortune on the part of Russia to make her private friendship the occasion for a display susceptible of misconception. Russia is in fact playing a dangerous game; and the events of 1870 ought to be a warning that unprovoked aggression is apt to meet with condign punishment. Her policy with regard to China has not conduced to allay the suspicions of the world, and the very evident desire of an important section of her politicians to play in St. Petersburg the part of the reactionary party in Peking, and paralyse an Emperor who, if personally weak, yet has the best interests of the State at heart, is an unpleasant feature of the new development.

H.M.S. *Dido* went into dock yesterday morning.

H.M.S. *Eclipse* and *Daphne* were still at Amoy on the 10th inst.

The British transports *Iria* and *Mutine* arrived from Calcutta yesterday.

One fresh case of plague and two deaths (Chinese) were reported during the 24 hours ending at noon yesterday.

We regret to announce the death of Mr. Oly Lang, son of Admiral Lang, of typhoid fever, at Swatow on the 12th instant.

We are informed that Mr. Robt. Cook, assistant manager, Kowloon Docks, is still seriously ill. His many friends wish him a speedy recovery.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Colonial Government... \$300
C. M. 5

Among the arrivals yesterday morning by the s.s. *Kwong Lee* was Sergeant Mattox, of the Macao Police Force, who proceeded to Shanghai the other day in order to convey the youth Rosario, charged with forging a cheque on the Hongkong and Shanghai Bank, to Macao, where he will be tried.

A curious story has reached us. Three ex-Naval men were practically engaged by the Captain Superintendent of Police to augment the gradually diminishing force of European constables, and had only to pass the doctor's examination before being sworn in. They appeared before the medical man, and the examination being over, they were, according to the regulations, to be vaccinated. This apparently clashed them, for they resolutely refused to undergo the ordeal, left the doctor, and have not been heard of since. How-ever, it is rumoured that other reasons, save as doubt as to the wisdom of the step they contemplated in entering the Hongkong Police Force, were the cause of their sudden retirement, and that the objection to vaccination was only used as a means to the desired end.

General Veyron is expected to reach Shanghai from Japan about the 22nd inst.

The Chinese Government is reported to be intending to appoint the Manchu Talaishima as its new Minister to Russia.

We are informed that Messrs. John Dewar & Sons, Ltd., have received a Royal Warrant from His Majesty the King for their Scotch whiskies.

A strike is reported from Ichang. The Magistrate of Tung-wu manages the taxes on houses and shops in Ichang City. It is said he has exacted taxes and extorted money by false promises, therefore all the shops are striking. The magistrate sent his servants to beat along the street to order the shops to open again, but they are afraid and dare not comply with his request. The Magistrate is anxious about the matter.

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The Rev. J. D. Liddell, of the London Mission, and Mr. May, mining engineer, have gone to the district west of Chinachow in Manchuria. To show the extent to which the "door is open," even on the line of railway north of Shantung, built by British enterprise, these British subjects, the *Mercury* reports, could not pass Shantung without a Russian passport, and this was only granted them by special favour, and after their being able to prove satisfactorily that they had not the remotest connection with the British military authorities.

A circular has been issued by the newly started Stock Exchange at Shanghai to members on the subject of Sharebrokers' commissions. It reads: "Upon the requisition of ten members, an extraordinary general meeting of the Association is called for 5 p.m. on Monday the 12th inst., to consider and, if approved, to pass the following Resolutions:—That on and after the 1st of Sept., next, the scale of brokerage be altered as follows:—Hongkong and Shanghai Bank Shares 1 per cent. from seller and 1 per cent. from buyer. All other Stocks and Debentures 1 per cent. from seller and 1 per cent. from buyer. Stocks bought from Hongkong 1 per cent. from buyer." The circular is signed Geo. D. Scott, Secretary.

The following paragraph is from *Truth* of the 11th ult.:—German competition has to be faced in almost every kind of trade nowadays, and even so comparatively unimportant a business as the supply of English newspapers and magazines to readers abroad is not exempt from it. From a letter that I have had from Messrs. W. H. Everett & Son, the well-known agents, it would seem that this is a branch of business in which German Postmasters are particularly enterprising. For example, the firm cautiously used a postcard in replying to a correspondent in Germany who asked for the rate of subscription to an English provincial newspaper. The result was that the Postmaster of the German town read the postcard and at once went to the address and booked the order for the paper. At Shanghai—to give another instance—the German Post Office sends circulars to residents of all nationalities undertaking to supply any European publications, and though the prices charged for these for which they can be procured from home through other channels, there is such a universal, and profound faith in German cheapness that this fact is often overlooked. If the German Government allows its postal servants to act as newsmen, English firms must do the best they can to meet this rival, but they will evidently be wise not to communicate with customers on postcards.

Writing to the *Times* last month, Dr. Warre, Head Master of Eton, protests against the development of Henley Regatta into an international affair, and asks that, in accordance with the wishes of the original founders, competition should be limited to the United Kingdom. He says:—"I do not wish that this should be done out of any selfish fear lest the prizes in the rowing should go to foreign lands, for I feel convinced that we are good enough to hold our own." But I do most earnestly desire that our amateur rowing may be preserved from the deadly inroad of professionalism, which is really making a business of so much that ought only to be a pleasure and threatens to crush the life out of the sports of 'merry England'." Mr. R. C. Lehmann wrote on the 10th ult. to express his entire agreement with Dr. Warre. He puts the case thus:—"Under ordinary circumstances we can regard the rowing there as a pleasant pastime, but if we are to be faced year by year with a foreign crew trained through a prolonged period with the sole object of competing at Henley we shall have to revise our methods and shall be forced, in view of the international issues involved, to make rowing a serious business instead of an amusement. Thus our rowing will tend to become 'professionalised,' and Henley itself will lose all its charm in the atmosphere of overstrained and unhealthy excitement produced by international competition."

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We are informed that Mr. Robt. Cook, assistant manager, Kowloon Docks, is still seriously ill. His many friends wish him a speedy recovery.

Lord Charles Boreford will in the ordinary course return to England in February next on being relieved of his duties as second-in-command of the Mediterranean squadron.

The English Ordnance Department will probably ship out during the next six months a sufficient number of the new 10-pounder guns to permit of the re-armament of Mountain Batteries in India. A large number of Maxim's are also expected, as each regiment of Infantry in the Indian field army is to receive two machine guns.

A vigorous criticism of the troops of nations other than Germany appeared recently in the *Ostasiatische Lloyd*, in the course of which very uncomplimentary remarks were made of our Indian troops with their effeminate appearance and lack of muscle. A Tientsin correspondent writes pointing out that if absurd it was at any rate amazing to read of the muscleless condition of the Indian troops, who managed so easily to pull over their Easian and other rivals in the "tag-war." Probably the German writer's eye-sight was not good enough to enable him to distinguish between troops and camp-followers; at least it is charitable to suppose so.

DISASTROUS HOUSE COLLAPSE
AND FIRE.

About 10.45 last night house No. 34, Cochran Street collapsed, causing a conflagration which gutted the adjoining building. It is estimated that at least a dozen persons were buried under the ruins of the building—one of whom was a woman, another presumably a child, brought by the cries heard.

A number of Chinese passing at the time of the collapse were buried under the debris falling on to the street. Three dead and one wounded have been unearthed.

The cries of the unfortunate were heart-rending, and the Fire Brigade men worked like Trojans to rescue the victims, but necessarily had to work slowly and carefully, as a number of beams were only supported by a stone pillar, forming an arch, under which, buried among the lighter debris, the victims were imprisoned, and any careless removal of the posts and stones would have caused the whole to give way and crush the unfortunate to death.

A gang of coolies was sent for to expedite the removal of the debris and the rescue of the victims.

At the time of going to press, three men and one woman, besides those before-mentioned, had been removed from the ruins and sent to hospital.

The cause of the collapse is supposed to have been due to the recent heavy rains, which so soaked and undermined the flimsy structure that it collapsed under its own weight.

SUPREME COURT.

Wednesday, 14th August

IN ORIGINAL JURISDICTION.

BEFORE HON. A. G. WISE
(ACTING CHIEF JUSTICE).

APPLICATION FOR HABEAS CORPUS.

Mr. E. H. Sharp, instructed by Mr. Monsey, applied to His Lordship for a writ of *habeas corpus*, to be served on the Superintendent of Police of this colony, to produce the body of one Leung Kuan Yau, alias Leung A Su, who is at present detained by the police under a order of banishment from H. E. the Governor.

Mr. Sharp in explanation of his application stated that his client after serving a six weeks' sentence for larceny was detained by the police under an order for banishment for five years. The order was presumably issued under Section 3, Banishment Ordinance of 1882, and an amendment to said Ordinance, contained in Ordinance 4 of 1885, Section 1.

Counsel further stated that the police had been applied to for a copy of the order of banishment, but had refused to give one.

His Lordship—Referred?

Counsel—Yes, your Lordship.

His Lordship—I suppose they ignored your request?

Counsel—No, Your Lordship. We have received a letter from the Captain Superintendent of Police (reading letter) wherein he duly declines to let us have a copy of the order. As we have not seen a copy of the order, I only assume the order was granted according to the Banishment Ordinance previously alighted to, and if that is the case, the order is illegal, as the man to be banished under this order is a British subject, and consequently such order could not be issued.

Counsel—Further, the order is illegal, as the man to be banished under this order is a British subject.

Counsel—Certainly, Your Lordship. He is a naturally born subject of His Majesty the King.

His Lordship—if a Frenchman was born in London would you consider him to be a British subject?

Counsel—Yes, Your Lordship, if the Frenchman's parents were domiciled in London. Now our client's parents have been domiciled here for the past three generations; there is no doubt of that whatever.

His Lordship—Where is the order for banishment?

Counsel—That is the trouble, Your Lordship: we have been unable to obtain a copy of the order. We applied for it, but were refused by the Captain-Superintendent, nor did he give any reason for his refusal.

His Lordship—He need not give a reason.

Counsel—I know, Your Lordship. There have only been two cases of this nature during the past eighteen years. If no reason is given, the order cannot be legal.

His Lordship—We must have the order. Your reasons are just. We will make the writ returnable on Saturday morning next at ten o'clock. Your man is in gaol?

Counsel—He is in police custody, within the prison premises.

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THE INSANITARY CONDITION OF HONGKONG.

II.—(Continued.)

Mr. Chatham next alludes to Markets, and he refers to the Central Market as a monument to official enterprise and energy. It's a fine building—though a few windows have been forgotten—and they have not only one but several equal to it both in Singapore and Shanghai. The Central Market here is most remunerative, and we need not one but half-a-dozen in place of the few miserable little squallid dens in other parts of the colony. Mr. Chatham omits to refer to the amount of pressure it took to move the Government to provide suitable markets adapted to the needs of this rapidly-increasing community.

The Colonial Veterinary Surgeon in his report for 1889 gives some striking facts, especially in the matter of dates and incomes. He said:—

In previous report, I have from time to time pointed out the urgent necessity of providing increased market accommodation, but as yet with out any result. I therefore proceed to give a few figures which I think should go far to further substantiate my reason for so doing.

In 1853, the Central, Western, Eastern, Tai-ping-shan, Wan-chai, and Kok-lok-poo Markets were erected. To these were added the markets of Saiping-pan in 1853, and of Shantung-pan in 1875—

being an increased accommodation of 98 stalls, the re-building of the Central Market in 1893

giving a further increase of 41 stalls, or a total of 139 more than in 1869. But during this period from 1859 to 1889, the Eastern and Tai-ping-shan Markets of 68 and 74 stalls respectively, were demolished, thus showing a loss of 32 stalls to the total market accommodation of the City of Victoria during the last forty years; although in that time the population has increased from 49,730 in 1859, to 169,300 in 1889, and the revenue from markets from \$26,077.50 to \$80,901.38.

I believe of the cost of erecting the Western Market in the first instance did not exceed \$2,457.12, yet during last year the revenue derived from its stalls rents amounted to no less than \$26,456.54.

Mr. Chatham refers to the Slaughter-House "unsurpassed anywhere." It took the Government exactly thirteen years to build this, and then only after Mr. Chadwick had again insisted on it. The Colonial Veterinary Surgeon in his Report for 1889 pointed out:—

Shantung-pan and Aberdeen.—No proper slaughterhouse has yet been provided for either of these two places, although Section 8 of Ordinance 17 of 1887 reads that "a sufficient number of fit and proper slaughter-houses to meet the requirements of the colony, will be provided by the Government." I first drew the attention of the Board to this matter as far back as 1880 in my Annual Report.

This he repeated in his Report for 1890, and further pointed out in connection with the "unsurpassed anywhere" slaughter-house that:—

Since the erection of these buildings six years ago at a total cost of \$16,916.00—including

preparation of site, terracing, building of retaining walls, landing wharf, and Inspector's quarters—

they have returned in fees after paying all working expenses, the landowner net sum of \$233,047.00. The two additional Inspectors have been, however, not granted.

"The expenditure under this heading," says Mr. Chatham, "from 1888 to 1900 has been \$883,137," which is equal to \$34,302.36 a year to a population of about 300,000 not including the numerous ships of war and merchant vessels which continually use the market. What does Mr. Chatham think of this in comparison with the income of \$233,047, which, of course, should be devoted to maintenance, extension, improvement, and new slaughter-houses?

In neglecting to build more markets and slaughter-houses, which this office points out are required, the Government is not only ignoring profitable sources of revenue, but tending to increase the cost of food.

The Acting Director of Public Works in answering the complaint of the Petitioners as to the Government neglect in providing latrines naively remarks that "the provision of these conveniences has not been entirely neglected" [the italics are mine] and he gives certain information which shows that the Government has actually provided nine latrines for a population of 280,000, most of whom are Chinese.

Mr. May also provides a page on latrines, the only portion of which need be referred to in his statement concerning the Leighton Hill latrine. To give an idea of what Mr. May considers to be a truthful statement, I append the following:

MR. MAY.

In 1897 the Board made formal application to the Medical Officer of Health, supported by the unanimous opinion of the medical men of the colony, to have a latrine erected at Leighton Hill. They were asked for a latrine in accordance with the approved plan for the laying out of the area.

These sites are still reserved, but owing to the fact that very little of the reserved area has been taken up for building purposes only one of the latrines has been erected, and that is at Leighton Hill.

The Board asked at the same time for a latrine to be erected at Wan-chai, and they were asked for a latrine near Shun Street, and for one at Tai-lok-poo.

The former was built (after the necessary formalities had been completed) in 1899 and the latter, which took the form of a matshed structure, pending the further development of the village, in 1899.

In 1899 the Board recommended the erection of 5 latrines. Provision was made in the Estimates for 1899 for two latrines, and two were erected during the last year as shown above.

It will be noted that Mr. May forgets to mention that the latrines in his third paragraph replaced other. This is one of numerous instances of the suppression of the truth in the Memorandum.

In the Government's analysis of the Report prepared for Mr. Osborne and presented at the

last Sanitary Board meeting it is consoling to note that "\$10,000 for additional latrines is to be inserted in the Estimates for 1902." Why this sudden burst of unnecessary extravagance?

In the matter of Roads Mr. Chatham discreetly says little and Mr. May, *mirabile dictu*, is altogether silent. What Mr. Chatham says, is, however, gratifying, for it is evidence after all that the question of roads, not their condition, does come with the scope of official responsibility. Now can the Acting Director of Public Works for a moment put aside his official mask and conscientiously state—before a Justice of the Peace—(1) whether there is a road on the lower levels worthy of the name? (2) That if there be it is kept in a condition in any way equal to a road at Singapore, Macao and even Shanghai? (3) That although the traffic on the lower levels is almost entirely limited to jinrikisha and bicyclists the main roads are in an abominable condition, and in wet weather several are absolutely dangerous. Seeing that for years past the P.W.D. has never been able to keep in fair condition the very few roads it possesses, the Government might reasonably conclude in its 1902 estimates the cost of an engineeringputation to Singapore and Macao to learn how roads are really made and kept. The doctors, dentists, and jinrikisha-repairers would probably protest, but their opposition could be overcome with firmness.

Under the head of Miscellaneous Sanitary Works, the Acting Director of Public Works writes:—

In addition to the works already described, several others of minor importance have been carried out. They include 10 public laundries, 20 tanks for watermen to carry on their operations in, under sanitary conditions, a Vaccine Institute, and a Disinfecting Station, the combined cost of which amounts to \$35,000.

Any one acquainted with the villages of Tai-ko-tui, Mong-ko-tui and Fun-Tan Heung as they existed six or seven years ago, would find difficulty in recognising them again to-day. It may safely be asserted that a revolution has been wrought in these and other villages.

Mr. Chatham omits to mention that the small row of cottages erected as Public Laundries came into existence just nineteen years after Mr. Chadwick's recommendations thereon; and further that the Chinese reasonably declined to use them owing to want of water which was constantly failing, a necessity for which the Government absent-mindedly made no regular provision for. Then the Government draws attention to the condition of the villages. Surely we were not supposed to erect insanitary villages; the Government apparently congratulates itself because it did not!

The Vaccine Institute is generally not working, and during epidemics of small-pox the Saiping serum was used by medical men. Was not the disinfecting station also needed?

Mr. May seems to have had a hand in the next paragraph, or perhaps the Editor-in-chief thought it time to assert himself. As this will be dealt with elsewhere it need only be mentioned that the "elastin revenge" which prohibited "back alleys" and the formation of a Fund to carry out large Sanitary Schemes did not prevent the Government from increasing the military contributions or their own salaries. The present "care to provide public lances" is evidence that the Government on this, as on other matters, is waking up to its past neglect.

Mr. Chatham alludes in glowing terms to the Tai-ping-shan Resumption, and apparently claims this enterprise on behalf of the Government. I refer him to the speech of the Sept. of Police of 1894 given previously. If evidence could be taken in this matter there is little that Government could congratulate itself over.

The place was formerly a hotbed of disease, paying a hundred per cent, and was winking at the Government for years, and was only resumed by the Government through fear of the ultimate consequences and the emphatic pressure of public opinion. The Public alone are to be thanked for this improvement, not the Government, and a reference to the newspaper files of that period will abundantly convince one of this.

Mr. Chatham's concluding statement that the Government has done everything possible in the way of the sanitary improvement of the colony is not in accordance with the Official statements quoted in the Petition and the repeated pleadings of the Medical Officer of Health, supported by the unanimous opinion of the medical men of the colony. It may convince Mr. Chamberlain, but it will not satisfy this community, who in spite of the flexibility of the Government's conscience and its apathetic indifference will get what they require. Ample evidence has recently been afforded of the Government's alarm on this score.

In concluding his part of the hook, Mr. Chatham, who unblushingly appends his signature, says:—

In conclusion it will be well to summarise the expenditure on the works mentioned during the past 18 years:

Watertanks \$2,180,933 Drainage and Sewerage Works 1,27,569 Markets, &c. 583,137 Public Latrines 42,470 Miscellaneous Minor Works 39,981 Tai-ping-shan Resumption and Improvements 925,973

Total \$4,745,322

These figures are no doubt very impressive; they represent an enormous expenditure, much waste, and a vast amount of public dissatisfaction.

Deleting the items Watertanks and Tai-ping-shan Resumption, the real expenditure on Sanitary Resumption, the real expenditure on Sanitary Resumption during the past 18 years is \$1,691,565; set against it the income, and compare it with even the past and present Sanitary requirements of the colony, together with the revenue of the Government for that period. It means an annual expenditure on Sanitary works for the 18 years of \$92,864, and the surplus revenue for the year 1901 is estimated at a million.

SCUTATOR.

(To be concluded to-morrow.)

POLICE COURT.

Wednesday, 14th August.

BEFORE MR. HAZELAND.

POSSESSION OF COUNTERFEIT COIN.

Lau Kai Cheung, collector on the Yau-mai Ferry launch Cheong Chung, was charged by Lance-Sergeant Detective R. Smith, No. 35, with being in possession of 682 counterfeit coins, to wit, 634 five-cent, and 48 ten-cent pieces.

Lance-Sergeant Smith stated that on the 2nd inst. he went on board the steam launch Cheong Chung at Pera West. As he stepped aboard he asked for the collector and was told he was down in the cabin. Witness went down to him and asked him how much money he had collected for the Ferry Boat Company. He put his hand into his left-hand jacket pocket and pulled out about four dollars. There was also some money belonging to the Company in all \$5.20. Witness then asked defendant if he had any more, and upon the latter replying no, witness searched him and found in his right-hand jacket pocket 35 Hongkong and one Chinese counterfeit five-cent pieces.

Witness next asked defendant if he had a box; he answered no. The detective then took two keys from defendant's waist. He found a locker contained in a seat and opened it with one of the keys. He found therein 58 Hongkong five-cent pieces wrapped up in packages. He also found 40 Hongkong and two Chinese ten-cent pieces, some in rolls, the rest loose. The whole of the money found in the locker was counterfeit. As soon as witness opened the locker defendant called out, "This bad money does not belong to me; it belongs to my friend."

Witness then seized the money, both good and bad, and arrested defendant. The next witness, a Chinese constable, positively corroborated first witness' evidence.

The Magistrate shrewdly gave evidence as to having examined the money and found it to be counterfeit.

His Worship transferred the case to the Supreme Court for trial.

Mr. Wilkinson, who appeared for the defendant, reserved his cross-examination.

BEFORE MR. KEMP.

OBSTRUCTING PASSAGE WAY.

Fung Mak was charged with unlawfully anchoring his brick boat alongside the landing-steps of Blake Pier and thereby obstructing the free access to the latter. He was fined \$7 or fourteen days' hard labour.

UNLAWFUL POSSESSION OF ARMS.

There were two cases of unlawful possession of arms, viz., one pistol and a revolver, and one revolver and fifteen rounds of ammunition.

The arms were ordered to be confiscated.

ILICIT OPIUM.

L. S. George, No. 49, captured at No. 43 Teat Tree Rd., 63-ticks of raw, 222 drogs opium, scales, strainer, in fact a whole opium outfit.

There were an old woman and two men in the case. The woman at first pleaded complete ignorance of what the opium got into the house, and then said that one of her lodgers brought it there. The two men said they simply lodged with first defendant and knew nothing of the opium.

The woman was fined \$50, or in default three months' hard labour, while the two men were discharged, the evidence against them being insufficient. The woman being unable to pay the fine had to go to gaol.

UNIVERSAL TRADING COMPANY, LTD.

The following is the report of the general manager for the year ending the 30th June, 1901, for presentation to the shareholders at the first ordinary annual meeting of the company to be held at the Registered Office of the company, 4, Des Vaux Road Central, on Saturday, the 17th August, at noon.

Gentlemen.—I have the pleasure to submit to you the report and statement of accounts for the year ending June, 1901.

The net profit for that period amounts to \$43,171.18. After deducting the interim dividend of 30 cents per share paid on the 21st January last, there remains a sum of \$28,187.18 which it is proposed to deal with as follows:—

To pay a dividend of 75 cents per share on 6,200 shares at \$20 fully paid up \$4,050.00

and 30 cents per share on 43,800

shares at \$5 paid up 13,140.00

place to reserve fund 10,000.00

carry forward to next year's account 397.18

\$28,187.18

When the Company was established, I understood there will be no charge made for management during the first year, and it will be noticed, I accordingly forego my remuneration for that period.

The accounts have been audited by Mr. W. Hutton Potts, who offers himself for election.

ELIAS KADOOKEE, General Manager.

Hongkong, 13th August, 1901.

The following are the accounts for the year ending 30th June, 1901:—

BALANCE-SHEET.

Capital \$ c. 6,200 shares at \$20 fully paid 124,000.00 up 39,000.00

43,300 shares at \$5 paid up 215,000.00

343,000.00

Lessors 1,194.10

Balance of profit and loss 23,167.18

\$372,371.28

ASSETS. \$ c.

Lease 342,037.75

Hongkong and Shau Banking Corporation 146.16

Sundry debtors 29,384.50

Furniture 600.00

Cash on hand 5.30

\$372,371.28

PROFIT AND LOSS.

Charges \$ c. 2,869

Furniture account depreciation 35.49

Interim dividend 15,000.00

Auditor's fee 100.00

Balance 28,187.18

\$46,342.22

Interest on loans \$ c. 46,342.22

\$46,342.22

CONSIDERATION.

The steamer Catherine Apcar, from Calcutta,

left Singapore for this port on the 14th inst.

p.m.

4 NEW ADVERTISEMENTS

WANTED.

AT Quarry Bay, experienced EUROPEAN FOREMEN and OVERSEERS. Applications should be made in writing to the undersigned, accompanied by Copies of Testimonials.

BUTTERFIELD & SWIRE,
Hongkong, 15th August, 1901. [2069]

STEAM LAUNDRY COMPANY,
LIMITED.

THE Company is now in a position to Collect and Deliver at Private Residences Customers who desire our name to call for their Washing will oblige by addressing the undersigned.

F. G. ALLEN,
Manager.

Hongkong, 15th August, 1901. [2067]

THE HONGKONG COTTON SPINNING,
WEAVING AND DYEING COMPANY,
LIMITED.

ISSUE OF NEW SHARES OF \$10 EACH
PAYABLE ON APPLICATION.

APPLICATIONS for 58,000 New Shares will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION, on or before 3 P.M., on the 27th of AUGUST, 1901, upon Forms which may be obtained either at the said Bank or from the undersigned.

JARDINE, MATTHESON & CO.
General Managers.

Hongkong, 15th August, 1901. [2071]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY),

the 16th AUGUST, 1901, at 2.30 P.M., at their

Sale Rooms, 108 Queen Street,

SUNDAY HOUSEHOLD FURNITURE,
Comprising—

TAPESTRY-COVERED DRAWING-
ROOM SUITE, BEDSTEADS, TEAK-
WOOD OVERMANTEL, MARBLE TOP,
WASHSTAND, VIENNA CHAIRS,
TEAKWOOD HATSTAND, CHEST OF
DRAWERS, ELECTRIC LAMP, CROCK-
ERY and GLASS WARE, VASES, CAR-
PETS, BUGS, BOOKS, MAGAZINES,
HANGING and CARRIAGE LAMPS, &c.

also—

FOUR PIANOS and ONE DAVISCOPE.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 15th August, 1901. [2068]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above ports TO-MORROW, the 16th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 15th August, 1901. [2070]

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW AND
AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 18th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 15th August, 1901. [17]

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA"

will be despatched for the above port on or about 15th September.

For Freight, apply to

SHEWAN TOMES & CO.,
Agents.

Hongkong, 15th August, 1901. [2066]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

FROM BOWBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 14th August, 1901. [1]

FOR SALE.

RACING YACHT "ERICA," designed by Mr. A. DENISON. Champion boat in Season 98-99, and winner of many prizes. Price \$300 complete with sails, new last year. Can be seen on application to

SECRETARY,
E.Y.C., R.E. Mess.

Hongkong, 9th August, 1901. [2020]

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.

No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1396]

A ON & CO.,
PHOTOGRAPHERS AND PORTRAIT
PAINTERS.

All kinds of Oil Paintings and Photographic Engravings.

324, TOP FLOOR, QUEEN'S ROAD CENTRAL,
Opposite to Chas. J. Gaupp & Co.
Hongkong, 20th March, 1901. [78]

NOTICE OF FIRM

NOTICE.

THE Business of MESSRS. TURNER & CO. in Hongkong has been transferred to the undersigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.

R. CHATTERTON WILCOX.

REFERRING to the above, MR. HAROLD CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this date.

TURNER & CO.

Hongkong, 25th July, 1901. [1874]

NOTICE TO MARINERS.

No. 367.

CHINA SEA.

DISCOVERY OF A DANGEROUS REEF
TO THE EASTWARD OF THE
GREAT YANGTZE BANK.

THE following Hydrographical Note by Lieutenant Commander W. O. LYNE, Commanding H. B. M. Surveying vessel Waterwitch, is hereby circulated for general information:

Hydrographical Note.

H. M. S. Waterwitch.

"Shanghai, 1st August, 1901.

A coral patch on-top of a volcanic pinnacle rising abruptly from the bottom lies in Latitude 32 deg. 07'. Min. 15sec. N. Longitude 125 deg. 15min. E. It extends about a quarter of a mile in N.E. and S.W. direction, and is about 60 yards wide; the least depth obtained is 18 feet, but less water probably exists.

From the S.W. extreme of the patch for a distance of 1 mile in a N.W. by S. direction, extends a rocky ledge, the least water obtained on which was 17 fathoms.

"Very heavy" overfalls and tidal-rips were seen on the patch, and they extended about 1 mile N.E. and 1 mile S.W.

The shoalest spots are apparently at the extremes of the patch. At the N.E. extreme, the sea was breaking occasionally, and it would probably break all over the patch with a moderate sea running.

"The overfalls and tidal-rips should be visible from a ship for at least a mile and with a favourable light, the light-green colour of the coral patch should be seen from the same distance.

"There are depths of 27 to 30 fms. sand and mud, at a distance of about a quarter of a mile all round the patch, except where the rocky ledge extends, so the lead will give no warning until the limit where the bottom becomes volcanic rock, scoria and broken coral.

This patch is probably identical with Costa Rica Breakers, reported 1903; Socorro Rock, June 1900; Chiyuan Shoal, Sept. 1900; Bombo Discharged Water, October 1900.

"These streams run very strong over and in the vicinity of the rock, and they are of a rotatory nature. The stream was running South 2 knots an hour when the Waterwitch was close to the patch."

(Sd.) W. O. LYNE,
Lieut. Commander.

By Order of the Inspector-General of Customs.

W. FERD. TYLER,
Deputy Coast Inspector.

Imperial Maritime Customs.

Coast Inspector's Office.

Shanghai, 2nd August, 1901. [2040]

CARTRIDGES.

NOBEL'S SPORTING BALLISTINE. Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-HOLE CARTOUCHES—

Loaded with Gunpowder only. 1 oz. of Shot.

Primrose Cases ... \$8.65 37.40

Pegramod Cases ... 6.25 8.00

Ejector Brass Cases ... 6.90 9.65

5 per cent. discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & CO.,
Gummakers.

Hongkong.

Hongkong, 27th July, 1897. [1869]

NOTICE.

H. YERA'S STUDIO has been re-opened at BEACONSFIELD ARCADE, where the business will be conducted as usual from the date.

Hongkong, 9th August, 1901. [2023]

A. LING & CO.,
FURNITURE STORE.

PLATED GLASS & CROCKERY WARE.
Also FOOCHEW LACQUERED WARE.

FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901. [1745]

NOTICE.

H. YERA'S STUDIO has been re-opened at BEACONSFIELD ARCADE, where the business will be conducted as usual from the date.

Hongkong, 9th August, 1901. [2023]

TOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES,

FIRING 10 SHOTS in 2 SECONDS

SIEMSSEN & CO.

Hongkong, 3rd October, 1900. [75]

SIENTING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [832]

AMERICAN SYSTEM
OF
DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL,
CHADWICK KEEW.

(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [150]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GEOWERS AND
SHIPPIERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1895. [1271]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Captain Superintendent of Police to Sell by Public Auction.

TO-MORROW (FRIDAY),

the 16th AUGUST, 1901, at 11 A.M., at the Central Police Station.

33,400 CARTRIDGES for SMALL ARMS,
8,200 EMPTY SPORTING CARTRIDGE
CASES, 3,400 PERCUSSION CAPS

TO LET.

TO LET.

No. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 17th July, 1901. [1793]

TO LET.

GODOWN, NO. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 5th July, 1901. [1692]

TO LET.
POSSESSION, AUGUST 1st.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd. For particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

IMMEDIATE POSSESSION.
1 LARGE and WELL-VENTILATED ROOM, with BATHROOM, at No. 37, CAINE ROAD.
Apply to—
R. J. REMEDIOS,
Mercantile Bank.
Hongkong, 26th July, 1901. [1867]

TO LET.

FURNISHED, for Two Months, from 15th August, No. 3, CAMERON VILLAS.
For particulars, apply to—
TURNER & CO.
Hongkong, 10th August, 1901. [2038]

TO LET.

EASTLEY, UPPEE RICHMOND ROAD, and Nos. 3, 5 and 6, RICHMOND TERRACE.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD.
Apply to—
T. EDWARDS,
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

FLEENSIDE, No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

2 FIRST FLOORS in WYNDHAM STREET opposite Club Germania, suitable for Offices. Fine position.
Apply to—
C. E. WARREN,
No. 34, Wyndham Street.
Hongkong, 14th August, 1901. [2060]

TO LET.

No. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Voeux Road.
Hongkong, 9th July, 1901. [1753]

TO LET.

TWO EUROPEAN HOUSES, Nos. 18 and 20, LEIGHTON HILL ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN COMPANY, LTD.
No. 8, Queen's Road West.
Hongkong, 7th August, 1901. [1998]

TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VOEUX ROAD CENTRAL, next to A. Tack's Furniture Stores. Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Voeux Road West.
Hongkong, 7th August, 1901. [1939]

TO LET.

TWO FURNISHED ROOMS, QUEEN'S ROAD CENTRAL, NO. 72.
APPLY ON THE PREMISES.
Hongkong, 29th July, 1901. [1897]

TO LET.

No. 12, BELLIOS TERRACE.
OFFICES and SHOPS in BEACONSFIELD ARCADE.
SMALL GODOWN in DUDDELL STREET.
For particulars, apply to—
TURNER & CO.
Hongkong, 26th July, 1901. [1876]

TO LET.

A HOUSE in RIFTON TERRACE.
BLUE BUILDINGS, NO. 8, 2ND FLOOR.
"THE RETREAT," MOUNT KELLETT.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 13th July, 1901. [166]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [1869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS with Board.
Apply to Mrs. MATHER,
9, Pudding's Hill.
Hongkong, 1st January, 1901. [2011]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS "OFFICE,
The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor, 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated Waters. Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hoilo.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST,
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING

DAILY PRESS "OFFICE,
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlors, Provision and Coal Merchants, Sailmakers, Provision and Coal Merchants, Pynn Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlors, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

MORE & SEIMUND,
43 and 45, Des Voeux Road. Shipchandlers, Sailmakers, Bingers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Composition ("Greyhound Brand") and Blundell, Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road. Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Import of the Best Manila Cigars; 25, Pottinger Street.

WATCHMAKERS

DROZ & CO.,
19, Queen's Road, Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

WANTED

BY BRITISH RESIDENT, BOARD and LODGING in quiet House.
Address—

"SLATER,"
Care of Daily Press Office.
Hongkong, 14th August, 1901. [2061]

WANTED

A N EXPERIENCED HOTEL MANAGER to Manage a New Hotel at Kowloon. Liberal Terms to a Good Man.
Apply by Letter to—

H. RUTTONJEE,
Hongkong, 18th August, 1901. [2027]

EMPLOYMENT WANTED

BY a thorough English-speaking, West Indian-born Chinese, with good commercial knowledge, a Situation as Salesman, Interpreter, Clerk, Bookkeeper, Store Assistant, or Assistant Comptroller. Good references.
Address—

W. L.,
Care of Daily Press Office.
Hongkong, 12th August, 1901. [1976]

WANTED

GOOD JOBBING COMPOSITORS.
Permanency for competent men.
Apply at—

Daily Press Office.
Hongkong, 30th July, 1901. [1910]

IMPERIAL BANK OF CHINA.

WANTED
An experienced man of business to act as COMPADEORRE from next China New Year.

Full particulars can be obtained on application to the undersigned.
For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Manager.
Hongkong, 31st July, 1901. [1922]

WANTED

JUNIOR CLERK (English). Salary \$150.
Apply with testimonials to—

Y. Z. K.,
Care of Daily Press Office.
Hongkong, 8th August, 1901. [2011]

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SPORT AND ANECDOTE.

BY AN OLD FOOL.

THE AMATEUR ATHLETIC CHAMPIONSHIPS.

The championships of the Amateur Athletic Association, the leading organisation of its kind, were decided at Huddersfield on Saturday, and resulted as everybody expected in several American victories, and in some now champions being placed on the roll of fame. Some fifteen or eighteen months ago there was a motion introduced to the parent body with the object of restricting the right of entry to British subjects, or to those born in the United Kingdom of Great Britain and Ireland, but I am delighted to say that such a proposition was negative and that our championship meeting is open to the world, provided the competitors can satisfy the governing body that they are not professionals. This may seem a curious way of stating the case, but really there is so much pseudo-amateurism that 75 per cent. of the runners nowadays would find it very difficult to prove the affirmative proposition—that they are gentleman amateurs. However, I will leave this debatable point, and again express gratification that our championship meeting, like the Derby, the Queen's Prize, and other events, is open to all comers. If a man wins at this reunion, he is entitled to all the honours of a real champion—and there are so many farcical possees of this character that it is a pleasure to meet the genuine article. These races were established in 1866, and every year they grow in popularity. This July, as last, there were representative men among the competitors from America and France, and the Yankees took a fair share of the spoils, but they experienced one tremendous set-back, to which attention must first be turned.

sees., while on March 29, the bitter day

of the last Grand National Steeplechase, he ran the distance at the Queen's Club, West Kensington, in 4 mins. 26 4-5 secs., prevailing by ten yards from H. W. Gregson, of Christ's, with H. A. Brown, since one of the great wranglers, third. But last Saturday Cockshott triumphed easily by 20 yards in 4 mins. 21 2-5 secs., which shows that he is bound to win in America against Harvard and Yale, for I'll warrant they haven't a graduate "over here" who can beat a min. 30 secs. The disappointment of the race was Manning, of Wansome, while young Shrub, of Horsham, had not the pace of the victor over this journey, for he finished with almost the dash of a Bacon. Indeed, save W. G. George, H. Wade, F. E. Bacon, and Hugh Welsh, no one has beaten the figures of the Cantab, who is a rattling runner. He is of greyhound build, and where he conceals his strength is a mystery to me.

OTHER EVENTS.

The 100 yds. race was taken by that squarely-built little dasher, A. F. Duffy, of Georgetown University, who is quicker into his best pace than any man I ever saw. Without being a pretty runner, he gets over the ground, and finished in 10 secs. As I expected when I wrote you last week, we are still waiting for the 9 4-5 secs. man in this country. That queer-looking individual Alvin C. Kraenzlein, with the shock hair and the long split up legs, kept popping his pins over the hurdles in the 120 yds. with such dexterity that he again triumphed in 15 3-5 secs. Young Trafford, of Birmingham, ran a plucky race, but had no chance, and no hurdler ever seen, not even Stephen Chase, also a Yankee, in his best day would have been able to extend the flying Kraenzlein. He is not a beauty to look at—but "my high" he can hurdle some. The young American, W. W. Coe, jun., now of London, put the weight 45ft. 5in., and was unopposed, while J. R. Cleave, of Brasenose College, Oxford, captured the half-mile in 1 min. 39 3-5 secs., but I think he can beat that time, as it is no better—indeed, a shade worse—than he accomplished in the "Varsity" sports. For the fourth time in his career, T. E. Kiley, the Irish hammer-hurler, gained the title of champion hammer-thrower, while no one, not even Kraenzlein, would oppose P. O'Connor, the Irish long jumper. That "little kid" from Horsham, Alfred Shrub, won the four miles run in the best time since the famous Dr. Moore defeated Bacon and others in 1895. The only other event which calls for mention is that silly race the two miles steeplechase, which Syd Robinson, of Northampton—like Shrub, a humble carpenter—captured for the third time since 1896.

THE QUARTER-MILE CHAMPION.

To-day (Saturday) the race for the 100 yards swimming championship of Great Britain will be decided, and I hear from his relatives that only an accident or ill-health can deprive little "Rob" Derbyshire of another victory, which will make his fourth successive win, although he has still to take the honours twice more after this season, to equal the run of Jack Tyers. But J. H. Derbyshire is a speedier man than ever Tyers was, and we must not forget that he established the record 1 min. 0 1-5 secs. in a special attack on time at Manchester, in Nov., 1898. It is very strange, but everybody seems waiting for the one minute man for 100 yards in the water, just as they are looking for the flier who will beat 10 secs. on the cinder path, and the miler who can lower the 4 min. 12-5 secs. of George over a mile. One is tempted to think that in our climate, at any rate, the limit of human power has been reached. When one remembers that the 100 Yards A.S.A. Championship used to be won in 1 min. 16secs. or 1 min. 11secs., it is marvelous to note that in his last three years Derbyshire has accomplished 1 min. 94-5secs., 1 min. 02-5secs., and 1 min. 1sec. Just as it is necessary for a man to cover ten yards a second to do "evens" in the 100 yards on cinders, so it is compulsory for a swimmer to travel 5 feet every second if he is to swim 100 yards in one minute! Much as I admire the wonderful Derbyshire, I hardly expect him to do this. He has to overcome his own record by a couple of feet, and this is a lot to a man who has already strained every nerve. Last Saturday A. Jarvis, the Leicester wonder, again annexed the mile championship at West Kirby, in 25mins. 13 4-5secs. He, too, is a greater swimmer than Tyers!

ANOTHER RECRUIT FOR MACLAREN.

I hear that A. C. MacLaren has secured the services of John Tyldesley for his trip to Australia, and I am sure that no finer batsman could have been engaged. Up to last Saturday he had made 1,373 runs, and possessed an average of 45, being certainly the most consistent scorer in the Lancashire team. A little man of 5ft. 5in., he has been described as the Abel of the North, and I do not think this is an inapt description at all, for he is just such another run-getter. It would be to queer bowling and a dreadful pitch on which Tyldesley could not get runs. He is a self-taught player who made over 150 runs in his second county match, and he has been hitting centuries ever since, including a brilliant 140 for the Players against the Gentlemen at Lord's last Monday. He can drive and cut as well as Ranji, and he can hook balls from the off round to leg and to the on as well as Jack Brown of England. As a fielder at third man and in the country, Tyldesley has no superior, and it will be recalled that the Australians objected to him being chosen as reserve fielder in 1899 when the Test matches were being played in England. And they were quite within their rights. Tyldesley never drinks, never smokes, and hardly ever talks. He is as modest as he is able, and I wish him the best of luck in the land of the bounding kangaroo.

London, 13th July.

DANIEL CORSAE & SON'S M

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *h.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

SECTIONS

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B&G	BERTH
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	3 m.
LONDON	PELEUS	Brit. str.	3 m.
LONDON	STENTON	Brit. str.	3 m.
LONDON	BANCA	Brit. str.	3 m.
LONDON	IDOMENEUS	Brit. str.	3 m.
LONDON	AJAX	Brit. str.	2 m.
LIVERPOOL DIRECT	QUESTES	Brit. str.	2 m.
BREMEN, VIA PORTS OF CALL & ANTWERP, V. SPORE, &c.	KONIG ALBERT	Gor. str.	2 m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	KAWACHI MARU	Jap. str.	2 m.
MARSEILLES, &c. VIA PORTS OF CALL	OCEANIA	Front str.	2 m.
HAVRE & HAMBURG	ALEXANDRIA	Gor. str.	2 m.
HAVRE & HAMBURG	SIBIRIA	Gor. str.	2 m.
HAVRE & HAMBURG	ANDALUSIA	Gor. str.	2 m.
HAVRE & HAMBURG	ARALIA	Gor. str.	2 m.
HAVRE & HAMBURG	HEATHBURN	Brit. str.	2 m.
NEW YORK VIA PORTS & SUEZ CANAL	ATAKA	Brit. str.	2 m.
NEW YORK	L. SCHEPP	Amer. ship	2 m.
NEW YORK	I. F. CHAPMAN	Amer. ship	2 m.
NEW YORK VIA SUEZ CANAL	ARAGONIA	Gor. str.	2 m.
NEW YORK	MANUEL LLAGUNO	Amer. ship	2 m.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 h.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CLIVERING	Brit. str.	2 m.
VICTORIA (H.C.) & SEATTLE VIA SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.
VICTORIA & VANCOUVER, VIA AMOY, &c.	KAGA MARU	Jap. str.	2 m.
SAN FRANCISCO VIA NAGASAKI, &c.	ATHENIAN	Brit. str.	2 m.
SAN FRANCISCO VIA AMOY, SHANGHAI &c.	DORIC	Amer. str.	2 m.
AUSTRALIAN PORTS	STRATHOYLE	Brit. str.	2 m.
YOKOHAMA VIA SHANGHAI & KOBE	GUTHRIE	Brit. str.	2 m.
YOKOHAMA & KOBE	KASUGA MARU	Jap. str.	2 m.
YOKOHAMA	FORMOSA	Brit. str.	2 m.
CHINA	FLANDRIA	Gor. str.	2 m.
PERIN	FLANDRIA	Brit. str.	2 m.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.
KOBE & YOKOHAMA	HAKATA MARU	Brit. str.	2 m.
NAGASAKI, KOBE & MOJI	KASHING	Jap. str.	2 m.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Brit. str.	2 m.
TIENTSIN	KWEITANG	Brit. str.	2 m.
SHANGHAI	PARADETTA	Brit. str.	2 m.
SHANGHAI	LEVELMOON	Brit. str.	2 m.
SHANGHAI	NANKIN	Brit. str.	2 m.
NINGPO & SHANGHAI	CHANGSHA	Brit. str.	2 m.
ANPING, VIA SWATOW & AMOY	WOOSHUA	Brit. str.	2 m.
FOOCHOW VIA SWATOW & AMOY	MAIDZURO MARU	Jap. str.	2 m.
SWATOW	ANPING MARU	Jap. str.	2 m.
MANILA	THALES	Brit. str.	2 m.
MANILA, SINGAPORE, COLOMBO, &c.	DIAMANTE	Brit. str.	2 m.
MANILA, ILOILO & CEBU	MELPOMENE	Amer. str.	2 m.
BOMBAY, VIA SINGAPORE & COLOMBO	SUNGKILANG	Brit. str.	2 m.
	YANAGUCHI MARU	Jap. str.	2 m.

SHIPPING.

ARRIVALS.

Aug. 13. WOOSUNG, British str., 1,109, Dowson, Shanghai 10th August, General.—BUTTERFIELD & SWINE.

Aug. 13. KWANGTSE, British str., 1,467, R. Lincoln, Shanghai 10th August, General.—CHINESE.

Aug. 14. KASHING, British str., 1,158, O. Sanderson, Cabo 9th August, General.—BUTTERFIELD & SWINE.

Aug. 14. ITALIA, British transport, 5,266, Hugil, Calcutta 1st August.

Aug. 14. YANAGUCHI MARU, Jap. str., 3,320, S. Yoshizawa, Yokohama 3rd August.

General—NIPPON YUSEN KAISHA.

Aug. 14. ANPING, British str., 1,156, Burlow, Canton 14th August, General—CHINESE.

Aug. 14. DECIMA, German str., 734, Schlaikier, Saigon 9th August, Rio—SIEMSEN & CO.

Aug. 14. PEKIN, British str., 3,057, F. J. Fox, Bombay and Singapore 8th August, Cotton and General—P. & O. S. N. CO.

Aug. 14. MUTTRA, British transport, 2,985, D. C. MacIntyre, Calcutta 2nd August.

Aug. 14. NESS, British steamer, 1,963, Pearl, Kuching 9th August, Coal—MITSUI BUNSEN KAISHA.

Aug. 14. CLARA, German str., 796, Hansen, Haiphong 12th August and Hoitow 13th, General—JENSEN & CO.

Aug. 14. HANGING, Corsair str., 796, Bulerman, Chaofoo 7th August, General—CHINESE.

Aug. 14. NUEI TUNG, German str., 1,241, C. Schonberg, Sydney 16th July, General—MELCHERS & CO.

Aug. 14. THALES, British str., 893, A. J. Robson, Foochow 10th Aug., Amoy 12th and Swatow 13th, General—DOUGLAS LAPEAK & CO.

Aug. 14. LAUNBERG, American barque, 906, McDougal, Cebu 6th August, Bullard—MASTER.

Aug. 14. CHONGANG, British str., 1,194, Bowker, Canton 14th August, General—JAEDINE MATHERSON & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

14th August.

Tartar, British str., for Shanghai.

Yuenang, British str., for Manila.

Kuang, British str., for Singapore.

Kwangtse, British str., for Canton.

Chuchai, German str., for Swatow.

Taifu, German str., for Shanghai.

Honan, French str., for Haiphong.

Woosung, British str., for Canton.

DEPARTURES:

14th August.

CITY OF CALCUTTA, British str., for Amoy.

MAZAGAN, British str., for Shanghai.

TAITAI, British str., for Vancouver.

TAIFU, German str., for Shanghai.

ANPING MARU, Jap. str., for Coast Ports.

CANTING, British str., for Bangkok.

ICHANG, British str., for Kolo.

KUSSANG, British str., for Calcutta.

YUENSANG, British str., for Manila.

KWANGTSE, British str., for Canton.

VESSELS IN DOCK.

14th August.

ABERDEEN DOCKS.—KOWLOON DOCKS—Canton River, Victoria, Dido, Solent.

COSMOPOLITAN DOCK.—D. J. de Austria.

SHIPPING REPORTS.

The British steamer *Pekin*, from Bombay and Singapore 8th August, had fine squally weather throughout, with considerable rain.

The German steamer *Nuer Tung*, from Siam 16th inst., had good weather all the way. In the China Sea southerly winds with heavy showers of rain.

The British steamer *Kashing*, from Cabo 9th inst., had fresh to strong S.W. and S. winds with moderate sea and heavy squalls; thick rainy weather throughout.

The British steamer *Woosung*, from Shanghai 10th inst., had moderate southerly winds and fine weather to Breaker Point. From Breaker Point to port fresh southerly winds and squally weather.

The British steamer *Kwanglee*, from Shanghai 10th inst., had light to moderate variable winds to Chapel Island; thence to port moderate S. to S.W. winds; squally weather with rain from Breaker Point.

The British steamer *Thales*, from Foochow 10th inst., Amoy 12th and Swatow 13th, had light S.W. and W. breezes and moderate S.

VESSELS ON THE BERTH	
ESTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.	
FOR SYDNEY AND MELBOURNE.	(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamer	
"GUTHRIE."	Captain McArthur, will be despatched for the above ports TO-DAY, the 15th August, at NOON.
THIS well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which insures the supply of Fresh Provisions, Ice, &c., throughout the voyage.	
This Steamer is installed throughout with the Electric Light.	
A Stewardess and a duly qualified Surgeon are carried.	
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.	
For Freight or Passage, apply to	GIBB, LIVINGSTON & CO., Agents.
Hongkong, 29th July, 1894.	[1894]

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HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ALEXANDRIA	HAVRE & HAMBURG	On 27th Aug. Freight.
Capt. Roeden	(Calling at Singapore and Penang)</	

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	OUTWARDS	STEAMERS	HOMEWARDS	TO SAIL	STEAMERS
GLASGOW and LIVERPOOL.	"ORESTES"	On 15th August.	"PELEUS"	On 20th August.	On 20th August.	"PELEUS"
GLASGOW and LIVERPOOL.	"AJAX"	On 20th August.	"TYDEUS"	On 25th August.	On 3rd September.	"TYDEUS"
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 25th August.	"ULYSSES"	On 5th September.	On 12th September.	"ULYSSES"
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 25th August.	"AGAMEMNON"	On 19th September.	On 15th September.	"AGAMEMNON"

FOR	STEAMERS	TO SAIL	STEAMERS	TO SAIL	STEAMERS	TO SAIL
LONDON	"PELEUS"	On 20th August.	"STENTOR"	On 3rd September.	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 20th August.	"IDOMENEUS"	On 1st October.	"AJAX"	On 1st October.
LONDON	"ORESTES"	On 20th August.	"ORESTES"	On 15th September.	"ORESTES"	On 15th September.
LIVERPOOL DIRECT	(Taking cargo at London Rates)	For Freight, apply to	BUTTERFIELD & SWIRE,	AGENTS O. S. S. CO.		

Hongkong, 12th August, 1901.

VESSELS ON THE BERTH.
U. S. MAIL LINES
PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th Aug. at NOON.
"PERU"	SATURDAY, 31st Aug. at NOON.
"COPTIC"	TUESDAY, 10th Sept. at NOON.
"CITY OF PEKING"	TUESDAY, 24th Sept. at NOON.
"GAELIC"	WEDNESDAY, 2nd Oct., at NOON.
"CHINA"	SATURDAY, 19th Oct. at NOON.

THE O. & O. S. S. CO.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 15th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 7th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, COLOMBO, PORT SAID, FIUME AND TRIESTE.

(Taking cargo at through rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and AEGEAN PORTS).

THE Company's Steamship

"MELPOMENE."

Captain Matcovich, will be despatched as above on MONDAY, the 19th inst., P.M. instead of as previously advertised.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th August, 1901.

THE AUSTRIAN SHOSSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th August, 1901.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR FOOCHOW (VIA SWATOW AND AMOY).

THE Company's Steamship

"ANPING MARU."

Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 28th instant, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

THE NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa in connection with Indo-CHINA STEAM NAVIGATION Co.'s forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEETS.

Neither the Captain, the Agents, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

Gulliver, British str., W. G. McArthur—Gibb, Livingston & Co.

L. Schep, American ship, C. S. Kendall—Carowitz & Co.

SEA WITCH, American ship, Howes—Master

OUTWARDS.

FOR NEW YORK.

THE 3/3 A II American Ship

"MANUEL LLAGUNO" will load during September and October, sailing about 25th October.

For Freight, apply to SHERWAN, TOME & CO., Hongkong, 11th July, 1901.

1758

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

S. H. T. B. 1624

THE PROVINCE OF SHANTUNG. ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S. Reprinted from the "HONGKONG DAILY PRESS."

Price, 50 cents Cash. Messrs. Kelly & Walsh or Daily Press Office.

Hongkong, 31st January, 1900.

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HONGKONG.

STEAMERS.

ANGPING, British str., 1,150, Barlow, Aug. 9, Chinese.

ARARA, British str., 2,481, Williamson, Aug. 13,

SHEWAN, TOME & CO.

BONELLI, British str., 1,483, Clark, Aug. 12,

GIBB, LIVINGSTON & CO.

CHOYANG, British str., 1,194, Bowker, Aug. 10,

JARDINE, MATHESON & CO.

CLARK, German steamer, 675, Hanson, Aug. 14,

JESSEN & CO.

DAIGI MARU, Jap. str., 946, Sobajima, Aug. 10,

MITSU BUSSAN KAISHA.

DUCIM, German str., 794, Schlaikier, Aug. 14,

SIEMENS & CO.

DIAMANTE, British str., 1,225, Rattebury, Aug. 12,

SHAWN, TOME & CO.

DORIS, British steamer, 4,575, Smith, Aug. 9,

O. & O. S. S. CO.

FLANDRIA, German str., 1,287, Bruhns, Aug. 8,

SIEMENS & CO.

GUTHRIE, British str., 2,500, McArthur, Aug. 12,

GIBB, LIVINGSTON & CO.

HANAU, French steamer, 768, Merlees, Aug. 11,

A. R. MARTY.

HAUSA, German str., 1,200, Lorenzen, Aug. 12,

SANDER, WIELER & CO.

HANNING, Korean str., 796, Bulermann, Aug. 14,

CHINESE.

HINSONG, British steamer, 1,536, Luke, Aug. 9,

JARDINE, MATHESON & CO.

HOUAI, French str., 1,225, Rattebury, Aug. 12,

A. R. MARTY.

HUMA, German str., 1,200, Lorenzen, Aug. 12,

SANDER, WIELER & CO.

HUNNING, Korean str., 796, Bulermann, Aug. 14,

CHINESE.

HUNSONG, British str., 1,536, Luke, Aug. 9,

JARDINE, MATHESON & CO.

HUNSONG, German str., 1,291, Leuss, Aug. 11,

BUTTERFIELD & SWIRE.

KAMAKURA MARU, Jap. str., 3,976, Petersen,

ANGPING, British str., 1,200, Lorenzen, Aug. 12,

SANDER, WIELER & CO.

KASING, British str., 1,158, Sanderson, Aug. 14,

BUTTERFIELD & SWIRE.

KAWAGWI, German str., 1,115, Rigo, Aug. 9,

POST OFFICE NOTICES.

PAROCH Mails for Europe, &c., per a.s. *Conqueror* will close at 3 p.m. on Friday, the 16th inst. The *Nippon Maru*, with the American Mail of the 17th ult., left Shanghai on Monday, the 12th inst., at daylight, and may be expected here to-day. The *Paranella*, with the English mail of the 19th ult., left Singapore on Sunday, the 11th inst., at noon, and may be expected here on or about Friday, the 16th inst. This Packet brings replies to letters despatched from Hongkong on 17th June.

MAILS WILL CLOSE.

FOR DAY AND HOUR.

Canton	Honan	Thursday, 15th, 7.30 A.M.
Hoihow and Haiphong	Hainan	Thursday, 15th, 9.00 A.M.
Pukhol	Hainan	Thursday, 15th, 9.00 A.M.
Swatow	Taiwan	Thursday, 15th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Doric	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Postage 10 cents).		Letters, 11.00 A.M.
Macao	Hongkong	Thursday, 15th, 2.15 P.M.
Kumchuk and Siam-ku	Taiping	Thursday, 15th, 3.00 P.M.
Swatow and Shanghai	Chaochung	Thursday, 15th, 3.00 P.M.
Shanghai	Anping	Thursday, 15th, 3.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne	Guthrie	Thursday, 15th, 4.00 P.M.
Canton	Feran	Thursday, 15th, 5.00 P.M.
Swatow	Thales	Friday, 16th, 9.00 A.M.
Singapore, Colombo and Bombay	Yamayachi Maru	Friday, 16th, 11.00 A.M.
Yokohama	Flamia	Friday, 16th, 11.00 A.M.
Manila	Diamond	Friday, 16th, 4.00 P.M.
Moji	Nes	Friday, 16th, 5.00 P.M.
Swatow, Amoy and Tamsui	Daiji Maru	Friday, 16th, 5.00 P.M.
Europe, &c., India via Tunicin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).	Coronado	Papers, 10.30 A.M.
Saigon	Hansa	Letters, 11.00 A.M.
Shanghai	Lyceum	Saturday, 17th, 1.00 P.M.
Tientsin	Kiukiyo	Saturday, 17th, 2.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle	Kamakura Maru	Saturday, 17th, 4.00 P.M.
Nagasaki and Moji	Kashih	Monday, 19th, 3.00 P.M.
Manila, Illoilo and Cebu	Sungting	Monday, 19th, 4.00 P.M.
Ningpo and Shanghai	Wooing	Tuesday, 20th, 4.00 P.M.
Europe, &c., India via Tunicin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).	Konig Albert	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Shanghai	Changsha	Letters, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of India	Letters, Sept. 4, 11.00 A.M.
On demand	Athenian	Wednesday, Sept. 4, 11.00 A.M.

TO-MORROW.

Sale, Cartridges, Central Police Station. Messrs. Hughes & Hough, 11 a.m. Sale, Furniture, Sale Rooms, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

14th August.

ON LONDON.— Telegraphic Transfer, 1/11. Bank Bills, on demand, 1/11. Bank Bills, at 30 days sight, 1/11. Bank Bills, at 4 months sight, 1/11. Credits, at 4 months sight, 1/11. Documentary Bills, 4 months' sight, 1/11.

ON PARIS.— Bank Bills, on demand, 2/43. Credits, at 4 months' sight, 2/47.

ON GERMANY.— On demand, 1.071.

ON NEW YORK.— Back Bills, on demand, 47. Credits, 60 days' sight, 471.

ON BOMBAY.— Telegraphic Transfer, 145. Bank, on demand, 145.

ON CALCUTTA.— Telegraphic Transfer, 145. Bank, on demand, 145.

ON SHANGHAI.— Bank, at sight, 73. Private, 30 days' sight, 734.

ON YOKOHAMA.— On demand, 64 p.c. pm.

ON MANILA.— On demand, 31 p.c. pm.

ON SINGAPORE.— On demand, 1 p.c. pm.

ON BATAVIA.— On demand, 117.

ON HAIPHONG.— On demand, 18 p.c. pm.

ON SAIGON.— On demand, 11 p.c. pm.

ON BANGKOK.— On demand, 60.

SOVEREIGN, Bank's Buying Rate, \$10.25.

GOLD LEAF, 100 fine, per tael, \$55.50.

BAR SILVER, per oz., 263.

OPIUM.

14th August.

Quotations are:— Allow 25 per cent. to 1 saty. Malwa New, \$860 to \$870 per picul. Malwa Old, \$880 to \$890. Malwa Old, \$890 to \$910. P. P. wrapped, \$890 to —. Persian fine quality, \$830 to —. Persian extra fine, — to —. Patna New, \$957 to —. Patna Old, \$873 to —. Benares New, \$930 to —. Benares Old, \$847 to —.

VESSELS EXPECTED.

THE AMERICAN MAILS. The T.K.K. steamer *Nippon Maru*, with the mails, &c., left Shanghai for this port on the 12th inst., at daylight.

The P.M. steamer *Peru*, with the mails, &c., left San Francisco for this port via Honolulu, and Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.

THE ENGLISH MAIL. The P. & O. steamer *Parramatta* left Singapore for this port on the 11th inst., at noon, with the outward English mails, and is due here to-morrow, at about 8 A.M.

THE GERMAN MAIL. The Imperial German mail steamer *Prinz Heinrich*, carrying the German mails with dates from Berlin of the 22nd ult., left Colombo on the 10th inst., a.m., and may be expected here on or about the 20th inst.

THE IMPERIAL GERMAN MAIL. The Imperial German mail steamer *Konig Albert*, left Kobe via Nagasaki and Shanghai on the 11th inst., p.m., and may be expected here on or about the 20th inst.

THE CANADIAN MAIL. The C.P.R. steamer *Empress of India* arrived at Yokohama at 10.30 a.m. on the 12th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on the 13th inst.

THE INDIAN MAIL. The steamer *Catherine Apear*, from Calcutta, left Singapore for this port on the 14th inst., p.m.

POST OFFICE NOTICES.

JOINT STOCK SHARES.

HONGKONG, 15th August.

Stocks.	No. of Shares.	Issue Value.	Paid up.	Last Dividend.	Closing Quotation.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. 10/- bonus = \$125 for half year ended 31/12/00	30/- p.c. ex. 31/12/00 LONDON, £61.18s.
Bank of China & Japan, Ltd.	100,875	£5	£5	None	15/-
Do. Deferred.	1,250	£1	£1		25/-
National Bank of China, Ltd.	10,970	£10	£10	2/- for 1800	82/- buyers
Do. Founder's Shares	20,935	£5	£5	1/- at 2/- = \$1.50 for 1800	82/- buyers
Do. Founder's Shares	750	£1	£1	None	15/- sellers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$50	10 p.c. ex. = \$23 for 1899	\$340 sellers
China Traders' Ins. Co., Ltd.	24,000	\$84.33	\$25	10 p.c. ex. 10/- on account of 1911	78/-
North China, Ins. Co., Ltd.	5,000	£100	£25	5/- p.c. ex. 15/- on account of 1911	78/-
Yangtze Ins. Assocs., Ltd.	8,000	\$100	\$10	3/- 2/- for 1899	125/-
Canton Insur. Office, Ltd.	10,000	\$250	\$50	10/- for 1899	180/- sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$25	3/- per cent. for 1895	84/-
FREE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	3/- for 1899	84/- sellers & buyers
China Fire Ins. Co., Ltd.	20,000	\$400	\$25	3/- for 1899	84/-
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ltd.	50,000	\$15	\$15	4/- 1.50 for half year ended 31/12/00	33/- sellers
Indo-China S. N. Co., Ltd.	60,000	£10	£10	5/- p.c. ex. 15/- on account of 1911	18/-
Chinn & Manila S. S. Co., Ltd.	6,000	\$50	\$50	5/- per share = 10/- p.c. ex. 1899	32/- sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/3/98	54/- sellers
China Mutual S. N. Co., Ltd.	20,000	£10	£10	5/- p.c. ex. making up for 1898	12/-
Do. Ordinary.	20,000	£10	£10	5/- p.c. ex. 10/- on account of 1898	12/-
Star Ferry Co., Limited.	10,000	£10	£10	12 per cent. for year ended 30/3/98	32/- buyers
Shell Transport & Trading Co., Limited.	2,000,000	£1	£1	Int. div. of 6/- per cent. on account of 1901	22.12.6 sellers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Final of 3/-, making up in all \$12 per share for 1900	114/- sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	for 1897	36/- sellers
MINING.					
Punjum Mining Co., Ltd.	60,000	\$10	\$9	None	51/- sellers
Do. Proterance Society	30,000	\$1	\$1		4/-
Olived Friedhold Mines, Limited	10,000	£100	£2.50	£1.50 per share for 1900	32.5/-
DOCKS, WHARVES, & CO.					
Hongkong and Whampoa Dock Co., Limited	400,000	25 cents	25 cents	None	4 cents/sale
Jebleh Mining & Trading Company, Ltd.	45,000	\$5	\$5	5/- per share for 1900	5/- sellers
Raub Australian Gold Mining Co., Limited	200,000	£1	18/10	1/- p.c. share for 1900	12/- buyers
Olived Friedhold Mines, Limited	15,000	£1	8/10	nominal	nominal
DOCKS, WHARVES, & CO.					
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$50	10 p.c. & 14/- p.c. bonus for 1900	290/-
Hongkong and Whampoa Wharf and G. Co., Ltd.	30,000	\$50	\$50	9 p.c. for year ended 31/12/00	90/- sales
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37	Int. of \$1 on account of 1901	nominal
New Amy Dock Co., Ltd.	6,000	£81	£81	5/- per cent. for 1900	24/- buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. of 20/- per cent. on account of 1901	190/- sellers
Kowloon Land & Co., Ltd.	6,000	\$50	\$50	\$1.30 for 1900	30/- sellers
West Point Building Company, Limited	12,500	\$50	\$50	Int. of \$1 per share for 1901	51/- sellers
Hongkong Hotel Company, Limited	12,000	£50	£50	10 p.c. for half year ended 31/12/00	13.12/- sales
Oriente Hotel, Manila	7,000	£50	£50	9 p.c. for year ended 31/12/00	51/- sellers
Humphreys Eat. & Fin. Co.	100,000	£10	£10	\$1 per share for 1900	12/- sellers
COTTON MILLS.					
Two Cotton, Spinning and Weaving Co., Ltd.	17,500	£100	£100	3/- p.c. for period ending 31/12/00	12/- sellers
International Mfg. Co., Ltd.	10,000	£100	£100	3/- p.c. on account of 1901	12/- sellers
Laon-kuang-niow Cotton Spin & Weav. Co., Ltd.	8,000	£100	£100	3/- p.c. on 40/- shares	12/- sellers
Soy Chee Cotton Spinning Company, Ltd.	2,000</				